

APPENDIX C. PUBLIC INVOLVEMENT

Patricia McCabe

From: Bev Andrews [bjandy@wildapache.net]
Sent: Monday, October 27, 2003 3:14 PM
To: mbluff@mingusconstruction.com; ebauer@commspeed.net; davidl@commspeed.net;
rexaz@commspeed.net; tommyturtle13@netscape.net; rjauregui@ci.cottonwood.az.us;
cottonwoodrandy1@aol.com; council@ci.cottonwood.az.us; cdockray@ci.cottonwood.az.us;
dianej@sedona.net; kpfeifer@ci.cottonwood.az.us; rothrock@sedona.net;
mbickelsen@ci.cottonwood.az.us; dalbertg@startangle.com
Subject: 89a roundabouts



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Memorandum

To: ADOT
CC: Kirkham Michael & Associates Inc
From: Beverly J Andrews
Date: 10/27/2003
Re: Hwy. 89A bypass options

I did not attend the meeting in Clarkdale, but wish I had. Upon reading the article in the Cottonwood Journal Extra dated 10/15/03, many questions come to mind. It seems as if ADOT wants to use Alternative 4, as it's the least expensive. If I'm reading this correctly, there will be a raised median between the 2 center lanes, therefore not allowing any left hand turns.

Does this mean that if someone is exiting Palm Shadows and wants to go to Cottonwood, they have to go towards Clarkdale, then take the 'roundabout' at Lincoln Blvd and do a 360 to get back to the way they want to go to get to Cottonwood? Sure sounds ineffective for residents and I sincerely hope I'm interpreting this wrong. If I want to leave my place in Mingus Shadows via Lincoln towards the Church on 89A, it sounds like I have to go to the 'roundabout' towards the cement plant, then do a '360' to get back to the church!!!!!! Or do I get on the Lincoln Blvd Roundabout and yield, drive, yield, drive; some thing for the Mobile Home Park next to the church....etc?

I also agree with Ms Grosetta, all vehicles travel at least 55-65mph down this stretch of road, are you going to change that? Those trucks won't be able to make those 'circles' and I don't want them in my back yard. (My back yard abuts 89A).

I don't agree with Ms Ellie Bauer.....a learning curve will take a LONG time. Where else in the Verde Valley do we have these 'Roundabouts'? Nor do I agree with Debbie Wick. I'd really like to see more information on existing 'roundabouts' in the valley and use some of these big trucks going around those circles (all 4 of them) as a test. Were there any representatives at this meeting from the Cement Plant? I'd like their input published.

Per the news article, it states that the budget estimate is \$8.7 million (for signals), with Alternate 4 (roundabouts') estimated cost is \$8.5 million....a difference of \$.2 million dollars. In my opinion, it's worth the extra dollars to fix this right the first time!

Sincerely

Beverly J Andrews
1120 Sunrise Dr
Clarkdale AZ 86324
Mingus Shadows
bjandy@wildapache.net
ps, can someone forward this to ADOT please, I couldn't find their email address.,3

Patricia McCabe

From: Gayle Mabery [gaylem@clarkdale.az.us]
Sent: Thursday, December 18, 2003 11:18 AM
To: Jill Harris
Subject: FW: 89A Roundabouts

-----Original Message-----

From: Mastriani Family [mailto:dpm@wildapache.net]
Sent: Thursday, October 30, 2003 10:18 AM
To: gaylem@clarkdale.az.us
Subject: 89A Roundabouts

Dear Gayle,

I was just given your email address and want to comment on the 89A roundabouts. About 1960 they had them in Tucson in one of the subdivisions. They said back then it was the newest thing. They created havoc, confusion and accidents. They were never used in Tucson again. Living in Clarkdale we use 89A a lot. People drive way to fast, pass three car's at a time and some drive like idiots on 89A. We drive the speed limit so I know.

The subdivision off Lisa street has people using Old Jerome Highway as a freeway so they don't have to drive 2 or 3 blocks back to get to 89A. If the roundabouts go in on 89A more traffic will use Old Jerome Highway and it's not safe now. We have stopped Police when we see them in the area and tell them about people doing 45 and 50 on the road. They say they have tried to stop it by sitting a car there and by the electronic speed control. People are walking that road a lot either with dogs or not. School buses pick up kids and kids are riding bikes. If we can't stop the cars from driving that way now you'll never be able to stop them after the roundabouts go in.

You'll also have people from this side of 89A going thru Verde Heights to go to Cottonwood and Clarkdale and then they'll be yelling.

What is wrong with good old fashion stop lights? At this point we don't need the stop lights so you only need to put in the five lanes, the middle being the turn lane and put up the stop lights as things are built. The five lanes on 89A is the most important.

Thank you for your time,
Pam Mastrianni

4/17/2006

Public Notice

Distributed February 2004, in response to public comments received at the October 10, 2003, public meeting.

To Interested Parties:

In response to the proposed improvements to SR 89A between Black Hills Drive and Cement Plant Road in Clarkdale and Cottonwood, ADOT presented several alternatives at an October 10, 2003 public meeting. Several comments were voiced in response to the presented alternatives. Improvements considered include widening of the roadway and installing a raised median, curb, gutter, and roundabouts through this 2 mile section of roadway as a result of changing community needs and the anticipated growth of the area.

Alternative 4 recommended the use of four roundabouts instead of signals at intersections consisting of Cement Plant Road, Lincoln Drive/Lisa Street, Groseta Ranch Road, and Black Hills Drive. Also a raised median was recommended to provide division between oncoming traffic and to limit the amount of left-turns into traffic.

The main points that were brought up included the following:

1. *Emergency vehicle response times. Older citizens are concerned with a perceived increase in response time because of the medians and roundabouts forcing out of direction travel or increases in travel distance.*
2. *Inadequacy of roundabouts to solve the traffic problems, especially truck maneuverability.*
3. *Confusion of using roundabouts- older residents and one-time use travelers that will not have a need for a "learning curve"; public needs more education on how to use...*

Roundabouts eliminate the need for left turn lanes and follow a basic driving standard. As such the vehicle entering the roundabout will naturally slow down (and there will be yield signs and advanced warning) in order to merge into the traffic that is driving in the roundabout. Roundabouts allow for vehicles to enter without stopping and waiting for a light when there is a low volume of traffic but require that traffic that is entering the roundabout wait for a gap in traffic before they enter, thereby slowing traffic speeds when there are high volumes and more opportunity for incidents to occur.

4. *Impacts of access control to businesses.*
5. *Bicycle and pedestrian friendly.*